

LIFTING THE ICE EMBARGO.

Central Trains Expected to Resume Schedule Runs To-Day.

Supt. McCoy's Confidence Shown by His Movement of Freight.

The danger to transcontinental traffic from ice has been manifested since the line of the N. Y. Central and Hudson River Railroad, this week, has been so novel and unexpected a one that the office also of that road were hardly prepared to meet it, and the consequent delay to trains has been greater than would occur through any ordinary agency of accident.

The control of two great parallel railroad systems from one end of the State to the other, however, afforded the Vanderbilt an opportunity to meet a difficulty which would have paralyzed the business of most railroad companies.

Express trains were still run today over the Harlem Railroad into this city by the way of Chatham from Albany.

All of the sleeping-car trains due this morning came in over that route and all were from four to six hours late.

No trains were abandoned, but the State express, one at 7:30, was consolidated with the West. Express due at 7 o'clock.

St. Louis of Albany all trains were run through over the Central tracks, instead of those of the West Shore, as yesterday.

The mountains of ice which the Mohawk, in its rage, has heaped upon the tracks for miles have been removed from two of the tracks, the displaced rails have been put in position and the track made again passable for trains.

All this was accomplished by 7 o'clock last evening, and the other two tracks were expected to be freed of their ice incumbrance to-day.

The water which submerged the tracks has receded so that there is nothing for the trackmen to fight but the ice. The labor of removing this is not child's play, by any means, as the heaped-up cakes have been frozen into solid masses twenty feet high in places.

With the opening of the Mohawk Valley, the only obstruction of a serious nature along the entire length of the line is that which exists between Stuyvesant and Schenectady, on the Hudson River division, where both tracks are covered by immense blocks of ice for a distance of about seven miles.

Division Superintendent, McCoy, who was on the scene yesterday trying to force a passage for the trains through the ice, said that the line would be clear at the latest by noon to-day.

"The ice goes on the river one mile south of Schenectady, and the other two miles are under water and subside so that our tracks are unobstructed."

"All that had been the case yesterday I would have been able to force my way through."

"As it was, I got into the ice three and one-half miles, and then I was forced to stop. There was no use trying to push these off, for they had got on the tracks. We lost our time, and so I went back to the depot."

"I sent out 100 men from Hudson at 6 o'clock this morning, and with no water to hinder their work, they were able to clear the line by clearing away the ice by noon."

As the Superintendent of the Hudson River division, McCoy said that he had ordered the moving of freight from the congested yards in Schenectady, and that he expected that the freight trains will find passage West by the time they reach Stuyvesant.

All the trains sent out this morning were sent up the river, instead of over the Harlem Road, as yesterday.

These included the wrapper train and the fast mail, so that the line was cleared by 10 o'clock, and the trains were sent out yesterday when they had to receive their New York mail by way of Albany over the West Shore road.

Supt. McCoy said that he hoped to have the blockade across Hudson removed so as to allow the passage of the express trains sent out this morning from the Grand Central station.

The Chicago Limited, due at 10 o'clock last night, was a few minutes late, and the New York Express, due at 8:30, did not arrive till 2:30 this morning.

MISS GAYTON REACHES BUFFALO.

She Is the Actress Who Is Walking from San Francisco to New York.

(SPECIAL TO THE WORLD.) BUFFALO, N. Y., Feb. 27.—Miss Zoe Gayton, the actress who is walking from San Francisco to New York on a wager, reached this city yesterday afternoon, nearly a year late. She was accompanied by her manager and her pet animal, a dog named "Buster."

The actress arrived at 2:30 o'clock and went directly to the Stafford House, where she spent the night.

This morning she will continue the walk to New York. She shows the effect of her long tramp and, although she says she is physically in perfect health, she is still suffering from the effects of the strain. The woman correspondent met Miss Gayton when she stepped upon American soil and accompanied her through the city. She is accompanied by birth and her name is Lopey.

Her companion, who represents the California bittern, carries a valise and knapsack containing clothing for the pair, and a small stove, which she uses for cooking. She is dressed in a simple, practical manner, and is accompanied by a small dog named "Buster."

The bet is \$1,000 and her expenses if she wins. Some misadventure of San Francisco is the better.

THE COMEDY MANHATTAN.

Several episodes in the life of this great metropolis depicted by artists in words. The highest and the lowest phases of city life. IN SUNDAY'S WORLD.

New Officers for the G. A. W. ROCHESTER, Feb. 26.—The Grand Encampment of the Grand Army of the Republic has elected the following officers: Department Commander, Charles B. Freeman; Commander, George H. Freeman; Vice-Commander, Edward A. McKay; Secretary, De-Parment Chauncey; Treasurer, Dr. S. S. Cook; Adjutant, John A. Wright; Chaplain, John A. Wright; Council of Administration, New York, Council of Administration, Short, Post 35; Geo. F. Hopper, Post 34; Joseph P. Leary, Post 32; Charles S. Saxton, Post 173.

Don't smoke paper. Smoke little tobacco. NICKEL IN CIGARETTES. Five cents per box. For sale everywhere. Try them.

POINTERS ON THE RACES.

Tipsters' Opinions on the Various Winners To-Day.

There should be very good racing at Gutterburg. The field is small, and when only half a dozen horses run, chances of selecting the winner are more even and the races are better and more closely contested. The card contains a baby race, and for the first time the youngsters will be asked to go half a mile. Hancock meets Defaulter, and Treble in the fourth event, and the fifth brings a together, Glenmont, Shooter, Guarantee and other good ones.

The first race is a six-furlong dash. Kemple and Craft look to be the best in it, and the Kemple likely will win. Craft should not be able to give him nine pounds and a racing, especially as the Kemple has beat Craft with a two-pound allowance in their first race. Harry Ireland may be third.

The second race is for three-year-olds at six and one-half furlongs. Virgil ran a very fine race yesterday, and as he was always capable of beating the lot during the summer, he may, in condition, win today. She worked through the stretch before her race yesterday in a very good manner. Latina may be second and Sir George may be third. If Francis K. starts he may be second. She is likely to be withdrawn and saved for the State handicap on Tuesday.

The third race is for two-year-olds at half a mile. This looks like a good thing for the Kemple, who will have an advantage in having Lamby up. This means a good start and a half the race. The Kemple could be the runner up. Dr. Bull should be third.

The fourth race is at seven furlongs. Hancock should win. Treble may be second and Kemple third. Defaulter will probably be scratched, having the worst of the weights. If he goes he should be second.

The fifth race at six and one-half furlongs should lead to insight. This little filly has a big pull in the weights and is going about as well as a dog. Guarantee may be second. Glenmont may be third.

The sixth race at seven furlongs should fall to Village King. Rhoda may be second, March Hedges third.

Referee, in the Sporting World, makes these selections: First Race—Harry Ireland, second Kemple, third Virgil. Second Race—Latina, second Sir George, third Kemple. Third Race—Hancock, second Treble, third Defaulter. Fourth Race—Hancock, second Treble, third Defaulter. Fifth Race—Hancock, second Treble, third Defaulter. Sixth Race—Hancock, second Treble, third Defaulter.

From Other Morning Papers. Second Race—Latina, second Sir George, third Kemple. Third Race—Hancock, second Treble, third Defaulter. Fourth Race—Hancock, second Treble, third Defaulter. Fifth Race—Hancock, second Treble, third Defaulter. Sixth Race—Hancock, second Treble, third Defaulter.

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CUTTENBURG ENTRIES.

First Race—For horses bred in six furlongs. 4:30. 4:45. 4:50. 4:55. 5:00. 5:05. 5:10. 5:15. 5:20. 5:25. 5:30. 5:35. 5:40. 5:45. 5:50. 5:55. 6:00. 6:05. 6:10. 6:15. 6:20. 6:25. 6:30. 6:35. 6:40. 6:45. 6:50. 6:55. 7:00. 7:05. 7:10. 7:15. 7:20. 7:25. 7:30. 7:35. 7:40. 7:45. 7:50. 7:55. 8:00. 8:05. 8:10. 8:15. 8:20. 8:25. 8:30. 8:35. 8:40. 8:45. 8:50. 8:55. 9:00. 9:05. 9:10. 9:15. 9:20. 9:25. 9:30. 9:35. 9:40. 9:45. 9:50. 9:55. 10:00. 10:05. 10:10. 10:15. 10:20. 10:25. 10:30. 10:35. 10:40. 10:45. 10:50. 10:55. 11:00. 11:05. 11:10. 11:15. 11:20. 11:25. 11:30. 11:35. 11:40. 11:45. 11:50. 11:55. 12:00. 12:05. 12:10. 12:15. 12:20. 12:25. 12:30. 12:35. 12:40. 12:45. 12:50. 12:55. 1:00. 1:05. 1:10. 1:15. 1:20. 1:25. 1:30. 1:35. 1:40. 1:45. 1:50. 1:55. 2:00. 2:05. 2:10. 2:15. 2:20. 2:25. 2:30. 2:35. 2:40. 2:45. 2:50. 2:55. 3:00. 3:05. 3:10. 3:15. 3:20. 3:25. 3:30. 3:35. 3:40. 3:45. 3:50. 3:55. 4:00. 4:05. 4:10. 4:15. 4:20. 4:25. 4:30. 4:35. 4:40. 4:45. 4:50. 4:55. 5:00. 5:05. 5:10. 5:15. 5:20. 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